



Allegra Calder, Chair
Jessica Szlag, Vice Chair
Clint Loper, Secretary
Dylan Ahearn
Jodi Connolly
Matthew Crane
Kristi Rennebohm Franz
Gabe Grijalva
Neal Komedal
Alfonso Lopez
Cecilia Roussel
Jean White

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: August 7, 2013, 5:45 p.m. – 8:00 p.m.
Chair: Allegra Calder
Vice Chair: Jessica Szlag
Recorder: Jodi Connolly
Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Neal Komedal, Jodi Connolly, Kristi Rennebohm-Franz, Allegra Calder, Jessica Szlag, Cecilia Roussel, Dylan Ahearn, Gabe Grijalva

Members Absent:

Clint Loper, Alfonso Lopez, Jean White, Matthew Crane

Guests:

Jeff Aken, Art Brochet (SDOT), Brian Dougherty (SDOT), Steve Durrant (ALTA Planning & Design), Tom Fucoloro, Mike Johnson (SDOT), Ivan Kaplan, Tracy Krawczyk (SDOT), Chad Lynch (SDOT) Steve Pearce (SDOT), Merlin Rainwater, Mary Rutherford (SDOT), Kristen Simpson (SDOT), Sam Woods (SDOT), Sara Zora (SDOT)

MEETING CALL TO ORDER

The meeting was called to order at 5:45 by Allegra Calder

ANNOUNCEMENTS

None

PRESENTATIONS

Time: 5:45-6:00

Topic: Green Lake Way Rechannalization

Presenters: Brian Dougherty, SDOT

Purpose: Obtain SBAB feedback on current state of rechannalization plans for Greenlake Way between N 50th St. and N 55th St. (adjacent to Woodland Park playfields). Currently four lanes with sharrows.

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planing processes insofar as they relate to bicycling.

- City Council
Resolution 25534

This section of road was ranked as a top priority in the 2007 BMP. Sharrows were installed in 2007 (in 2006, two crosswalks were removed). In 2010 the Green Lake and Wallingford community councils asked SDOT to study putting them back in. SDOT found that the ADTs in the area support inclusion of bike lanes in each direction, one travel lane each direction, a center turn lane, and adding back one crosswalk (at N 52nd St.). These changes are now proposed, along with a change to add a West Green Lake Way N. stop instead of a free right turn onto Green Lake Way N. (traveling from southeast-bound to south-bound). The southbound bike/car “merge” would remain but would change to include a green bike lane.

An open house is scheduled for August 20th at the Green Lake Branch of the Seattle Public Library.

Questions, Answers and Comments:

- Can the “weave” be changed to a bike signal?
A: Not at this time, as it affects travel the light signal so much. Improvements could be iterative. May be able to consider a cycle track later so it will be revisited.
- Could include green bike box for left turns (southbound to eastbound)
- Could the posted speed be changed to 25 instead of 30? It is a park area and a Greenway feeds in. (85% speed is now 35 at posted 30).
A: Can take a look at it.
- Use curb to curb space completely to increase the buffer between travel lane and bike lane
A: Good suggestion – a few other areas to do this – including adding curb/concrete in otherwise painted areas.
- Can the pavement markings be made more durable?
A: Experimenting with MMA that adheres longer (8 yrs)
- Think of every major change as an opportunity to educate about speeds, safety, and other culture change.

Time: 6:05

Topic: SDOT Work Plan Update

Presenters: Sam Woods, SDOT

Purpose: Update SBAB on SDOT work plan

The current SDOT Bicycle Program work plan was distributed, as an update from the July SBAB meeting.

Questions, Answers and Comments:

- Please include on the list a description of what type of improvement is planned
A: Will bring this next month and email it sooner. Please email Sam with specific questions.

Time: 6:08 **Introductions** (due to early start these were not covered before)

Time: 6:10

Topic: Waterfront Master Plan

Presenters: Steve Pearce, SDOT, Mike Johnson, SDOT

Purpose: Update SBAB on current plans for Waterfront Master Plan

Alaskan Way will connect along waterfront

Core Projects throughout the corridor

Elements: (currently at 5-10% design)

- 2 general purpose traffic lanes
- New North-South off-street cycle track (west side); 12 ft wide w/ 2 ft buffer
- Pedestrian crossings at every intersection (except south side of Yesler)
- Major promenade west side
- Wide sidewalk east side
- Passenger and delivery loading/unloading
- Tours, transit, taxi loading
- SW transit pathway
- Ferry Access
- Freight route

Bike issues:

Cycle track – Concept design had off-street trail. Feedback summarized as (from bike community) – not so quick; and (from pedestrian community) – not feeling safe with the bicycle/pedestrian interactions. Considering all feedback and options have arrived at separated 2-way cycle track on west side.

Alignment changes to farther west closer to the ferries due to amount of pedestrian activity and transit waiting areas. Crossings would be very intentional (using plantings, design techniques, etc.)

South of Yesler- 8 traffic lanes here including 2 general purpose lanes each direction. Less pedestrian need on west side. Sidewalk narrows to change focus to Pioneer Square. Cycle track stays on west side. Less conflict here.

Less space at north end of project where there isn't space for sidewalks on both sides.

Bike Share station near Coleman Dock

May pursue bike rental as well

Questions, Answers and Comments:

- Is there a frontrunner for the streetcar agency?
A: *Not determined until early 2014. Plan is for attractive convenient transit along waterfront.*
- What is the timing of the Coleman Dock rebuild?
A: *Late 2015-2020 with phasing*
- ADA drop off location doesn't look like it will serve enough vehicles – would vehicles be allowed to go onto the dock for shorter distance drop-off?
A: *SDOT is working with the agencies to make sure it will be right*

- Re: Bikes and Ferries – can we (SBAB) help with communications with the Ferry system?
A: Potentially – will let us know
- “Little H” – does the cycle track stay 12’ wide all the way there?
A: Yes – functionally (10’ plus buffer)
- What are the turning maneuvers on and off of the cycle track besides the crosswalks (entry points, wayfinding)?
A: This is currently not addressed at this point in design. SDOT will provide SBAB with that detail once design is further along.
- Need to have good sight distances for all users
- Include bike signals – audible and visual detection where and when able
- Focus on the transitions at the ends of the cycle track – getting people in and out.
- Be certain to care for bikes during the construction

Time: 6:53

Topic: Capital Projects Update

Presenters: Art Brochet, SDOT

Purpose: Provide information about upcoming major projects and timelines. Hear from Board about what projects SBAB wants to weigh in on. Some not included (ITS projects, waterfront projects)

Presented a graph of all capital projects that are in planning, design, or construction over next 18 months. Suggests weighing in early – (at or near 30%), and during or near construction.

Questions, Answers and Comments:

- Aurora Rapid Ride improvements (intersection treatments at 65th, 77th, 80th). Is there any opportunity to include pedestrian and bike improvements crossing Aurora as a part of this project?
A: No, design is at 100%.
- ITS should be included. They often overlap with Asphalt and Concrete projects and should be reviewed.
- How do we capture overlay projects – to overlay the whole street width to make it safer for bikes.
- How can there be internalization to have these projects come to SBAB automatically rather than the Board having to request review of each one?
A: Make a recommendation from the Board that SBAB wants some review of a project at 10%, 30%, etc. Also, the extent to which SBAB asks for it in policy, the more SDOT would work on internalizing it. The funding source is also often what drives the design and constrains how the funding is to be used – therefore we don’t always have the flexibility. The Bicycle Master Plan is yet to be prioritized and we haven’t seen the blending of these issues in current projects. Let Sara/Art know about projects we are interested in reviewing.

Time: 7:11

Topic: Bicycle Master Plan (BMP) update

Presenters: Kevin O'Neill, SDOT, Chad Lynch, SDOT, Steve Durrant, ALTA

Purpose: Review public comment, work occurring in addition to the draft plan itself, SDOT reaction to SBAB comment letter.

SDOT presented their prioritization testing results. They tested the prioritization framework by scoring projects about 190 projects in each of three areas. Each project was rated per the five categories and each category was weighted the same.

Questions, Answers and Comments:

- Northgate scored lower, why?
A: Equity and safety. The safety score reflected few accidents, with the caveat that may be due to low ridership currently.
- How does the tool differentiate between cycle tracks and buffered bike lanes if the project is built in phases?
A: It is not that sensitive
- It is great to have this process
- Should we run it through with safety and connectivity weighted?
A: No, it worked well like this
- Shouldn't we consider projected cost of a project rather than current cost?
A: No. A per-mile cost is applied to the whole network. SDOT does have plans to cost out about 20 projects.

Discussion followed about prioritizing transportation mode (pedestrian, bike, transit, freight, SOV). The city's comprehensive plan would be a better place to indicate a prioritization of mode.

SDOT is presenting the BMP update to the Seattle Council Transportation Committee next week. Due to the large number of comments on the BMP update, staff will not have the final BMP ready for council to adopt in September. However, this does not delay 2014 funding for bicycle projects.

PUBLIC COMMENT

None

SBAB UPDATES AND NEXT STEPS

Bike and Truck Safety Fair upcoming on Friday, September 6 from 6:30 a.m.- 8:30 a.m. at Terminal 25, 3225 E Marginal Way.

New SDOT SBAB liaison to be announced shortly (interim liaison Sara Zora has been promoted to Sr. Transportation Planner at SDOT).

Bridging the Gap open house on August 8, 2013.

MEETING ADJOURNMENT

The meeting was adjourned at 8:00

ATTACHMENT A

Meeting Minutes Distribution List:

Michael McGinn, Mayor, City of Seattle

Rebecca Deehr, Strategic Advisor for Policy and Outreach, Office of the Mayor

City Councilmember Tom Rasmussen, Transportation Committee Chair

Peter Hahn, Director, Seattle Department of Transportation (SDOT)

Goran Sparrman, Deputy Director, SDOT

Dongho Chang, City Traffic Engineer, SDOT

Kevin O'Neill, Planning and Urban Design Manager, SDOT

Sam Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development, SDOT

Sara Zora, Transportation Analyst, interim SDOT Liaison

Diane Sugimura, Director, Department of Planning and Development (DPD)

Bernie Agor Matsuno, Director, Department of Neighborhoods (DoN)

Allie Gerlach, SDOT Communications

Meeting Presenters

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

SBAB Members

Individual Meeting Attendees